

Missa., &c., from Correspondents.
THE PROPOSED ALTERATION OF THE LANDING PLACES OF THE EASTERN STEAMBOATS.

A movement referring to the recent appointment of a committee by the Board of Aldermen to consider the propriety of keeping the Eastern steamboats at or above Grand street, on the East river, for the purpose of reducing the lower part of the city, asks if the Board are aware that these steamboats bring forward from the manufacturer, and land every morning, from one thousand to three thousand packages of prints, lawn, flannel, bleached shirtings, brown sheetings, drapery, and other articles of no character, nearly all of which are sent to New England. We hope these need be admitted more easily to create confusion and trouble in Brooklyn than to us at work the taxes needed to be incurred, costs that would be required to carry them to a foreign port.

From the "Daily American," we learn that, on the west side of Broadway, to which they would be assigned, is about two hundred packages of goods are brought by the steamboats to be forwarded by the Union Transportation Line, and the Central Street, to New Haven, Boston, and New Bedford. The goods will be carted through Broadway alone, and would of course greatly to the confusion of the traffic.

PREVENTION OF FRAUD BY GAS COMPANIES.

A correspondent who assumes to be acquainted with the means by which gas companies make their large profits, offers the following suggestion as a check upon their proceedings. He would prohibit, by a special enactment of the legislature, the use of wet meters. They are seldom correct, and almost invariably register largely in favor of the gas companies. It is well known that no meter can be made to record a uniform rate of consumption, unless it is so constructed as to receive universal motion in the large cities of Europe, prove its superiority. As it is supposed by many persons, the supply should be regulated by the use of a registered meter, and not by a meter. In addition to the great expense of construction, the cost of maintenance, whose day it should be inspected and proved on each and no more should be used by any gas company unless it has the official stamp of the inspector.

Another correspondent writes that he has long been associated with the London Gas Companies, has seen a correction of some of Professor Eliot's recent statements. He regard to them. Our correspondent says that the London companies charge four shillings the thousand and not five shillings the hundred cubic feet, as stated by Professor Eliot. There are no wet meters at all in use in London, being found that they do not record the number of cubic feet with exactness. The same correspondent suggests the following simple method of testing the purity of gas.—First by taking a small quantity with lime water, then, turning the gas to the lamp, and shaking the gas and lime together. If carbonic acid is present, the lime will become turbid. By a second formation of carburetted of him. The second is by viewing a strip of paper with a solution of sugar of lead and exposing it to a stream of gas. If sulphur'd hydrogen be present it will be at once detected on the burning or blackening of the paper.

Differences between GRAMMARIANS.

A school teacher protest against the adoption by the Board of Education of the new "Palaeopædical Grammar" of Professor Morris, of Alabama, on the ground that it is a rash and reckless innovation on the existing normative grammar of Latin. Not only, he says, is the work itself full of errors and absurdities, but the author himself is not to be found in it among a number of men who have a distinct part of the work, devoid of systematic and scientific analysis of sentence, a portion of grammar not considered the most important and essential. Neither is systematic grammar nor the arrangement of words an art, but a science, and nothing can be more absurd than to suppose that the schoolmen of Moulton, Pinson, Clark, Green and others are so aptly guided by it.

TRADE, POPULATION AND MANUFACTURES OF THE FIVE PRINCIPAL CITIES OF THE UNION.

A correspondent has sent us the following statement of the relative positions of the five largest cities of the Union, twelve months ago:

New York.	Boston.
Total tonnage.	1,150,000
Registered.	667,000
No. arrivals from foreign ports.	335,000
Number of steamers.	1,750
No. clearances for foreign ports.	592
Trade.	1,584,000
Value of the same.	64,000
Trade.	901,000
Value of the same.	371,000
Trade.	893,000
Value of the same.	340,000
Trade.	892,000
Value of the same.	340,000
Banking capital.	152,000,000
Trade.	89,000,000
Value of the same.	340,000
Population per capita.	750,000
Population (estimated).	550,000
Manufactures within the city.	110,000,000
Philadelphia.	Baltimore.
Registered tonnage.	74,000
No. arr. from foreign ports.	559
Trade.	183,000
Value of the same.	61,000
Trade.	110,000
Value of the same.	44,000
Trade.	24,400
Value of the same.	11,400
Trade.	56,500
Value of the same.	26,000
Trade.	19,000,000
Value of the same.	6,000,000
Banking capital.	1,000,000
Trade.	800,000
Value of the same.	200,000
Population (estimated).	1,000,000
Manufactures within the city.	110,000,000

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